

MACHINE SERVICE BULLETINS
#36, 36A and 36B

December 6, 1926

TO ALL OFFICES:

We are releasing herewith, the Bulletins mentioned above, in illustrated form, which cover the details of motors used on automatic machines.

It will be noted that Bulletin #36 covers the details of alternating current motors, #36A the details of direct current motors and #36B the changes in design of both alternating and direct current motors and the additional details that are necessary to supplement Bulletins #36 and #36A.

For your convenience and in order that we may recognize any motor or switch parts that may be requisitioned aside from those having a regular number already used in our Catalogs, we have designated these parts by number, prefixing each number with the letter "M". We have probably covered the dismantling of motors in more complete detail than field offices will be called upon to handle. Therefore, we have listed a great many more motor and switch parts than it will be necessary to carry in stock and for that reason, we would caution you not to order excessively in these parts, but to order just what your past experience has proved will be necessary.

From time to time since the introduction of the automatic machines, we have supplied our field offices with information concerning motors but not in illustrated form. The information we refer to is still very helpful and necessary and is something all service representatives should be familiar with. Therefore, in connection with this Bulletin it would be well to review Machine Service Bulletins of February 2, 9, 16 and 23 of 1923, May 1 and September 23, 1924, Bulletins #14 of March 16, 1925 and #34 of May 10, 1926, together with motor information contained in the Manual of the Monroe Automatic.

It will also be noted that motors illustrated in Bulletin #36B are somewhat different in design. The stuffing boxes for the armature and rotor bearings are stuffed with wool and grease and supply all the lubrication that is necessary to the motor over a long period. It should also be noted that while the wiring itself is the same as shown in Bulletins #36 and #36A, there are now no wires protruding from the switch, but these are connected to the switch from the inside of the motor. Therefore, we would caution all servicemen that when attaching a new motor cord it is very necessary and important that the connections be made as illustrated; otherwise damage may result.

FSM:MEW

J. M. Smith
General Service Manager

Mr. I. R. Johnston,
Toledo, Ohio.

December 6, 1933

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It will also be noted that motors illustrated in Bulletin #38B are somewhat different in design. The stuffing boxes for the armature and rotor bearings are stuffed with wool and grease and supply all the lubrication that is necessary to the motor over a long period. It should also be noted that while the wiring itself is the same as shown in Bulletin #38 and #38A, there are now no wires protruding from the switch, but these are connected to the switch from the inside of the motor. Therefore, we would caution all servicemen that when attaching a new motor cord it is very necessary and important that the connections be made as illustrated; otherwise damage may result.

General Service Manager

TSM:NEW

MACHINE SERVICE BULLETIN No 36

COVERING REPAIRS AND REPLACEMENTS THAT MAY BE MADE ON A.C. MOTORS IN THE FIELD - OLD STYLE -

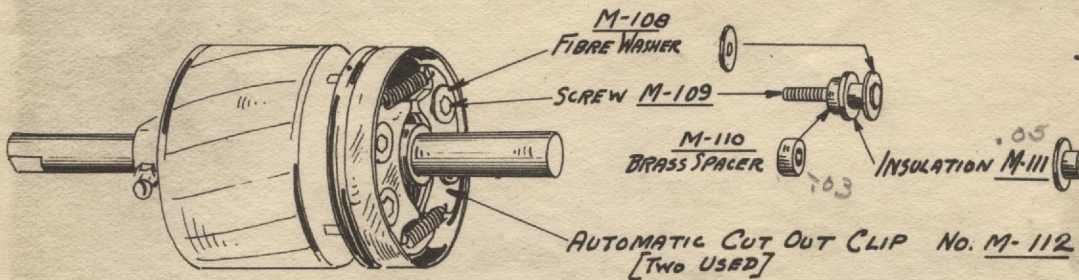
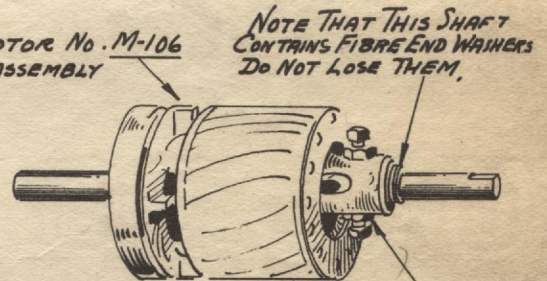
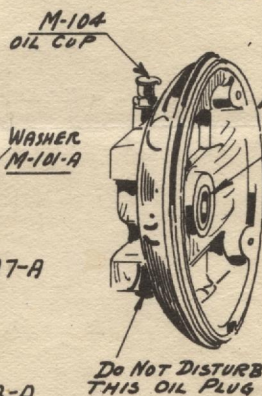
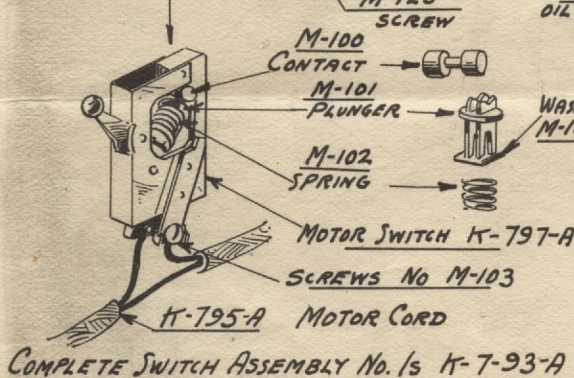
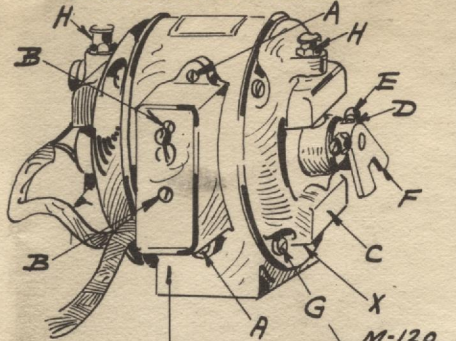
SHOWING OLD STYLE A.C. MOTOR - NOTE - SEE MACHINE SERVICE BULLETINS OF FEB. 2, 9, 16 AND 23-1923. MAY 1, SEPT. 23-1924. MARCH 16-1925. No. 34. MAY 10-1926. -

TO REMOVE SWITCH COVER FROM MOTOR TAKE OUT SCREWS 'A-A'

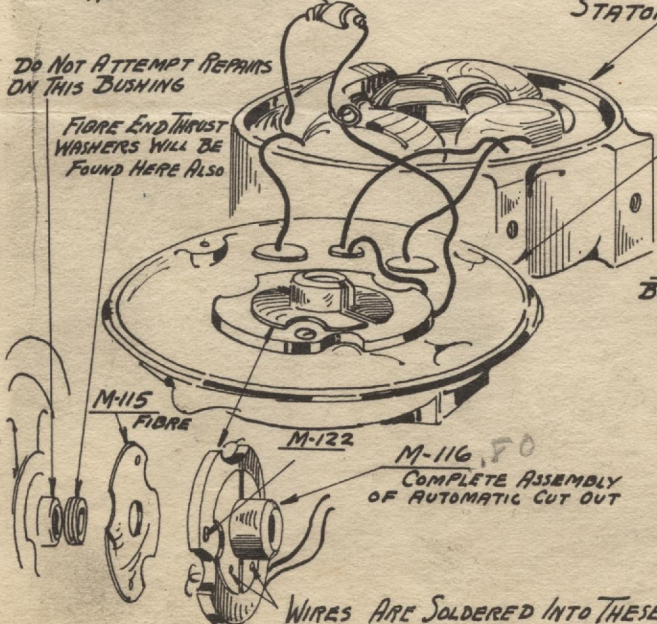
TO REMOVE SWITCH FROM COVER TAKE OUT SCREWS 'B-B'

TO REMOVE END PLATE 'C' FIRST LOOSEN CHECK NUT 'D' THEN LOOSEN SCREW 'E' AND REMOVE COUPLING 'F' FROM SHAFT - AFTER WHICH REMOVE SCREWS 'G' - END PLATES ARE SUPPLIED WITH A SLOT AT X - PLACE A SCREW DRIVER INTO THIS SLOT AND PRY THE END PLATE OFF CAREFULLY.

ROTOR MAY NOW BE TAKEN OUT AS A UNIT.



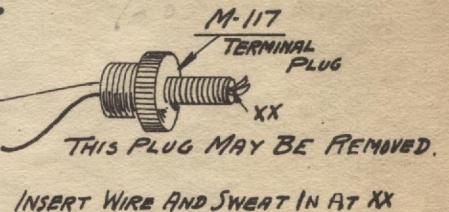
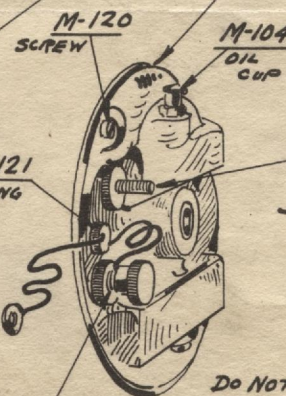
TAPED CONNECTION



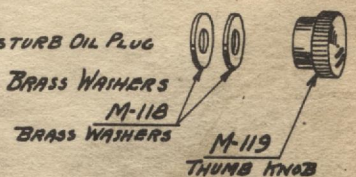
STATOR No. M-113

END SHIELD M-114

END SHIELD IS REMOVED AS ABOVE. BE CAREFULL THAT WIRES ARE NOT BITTEN IN REMOVAL AND THAT COILS ARE NOT INJURED



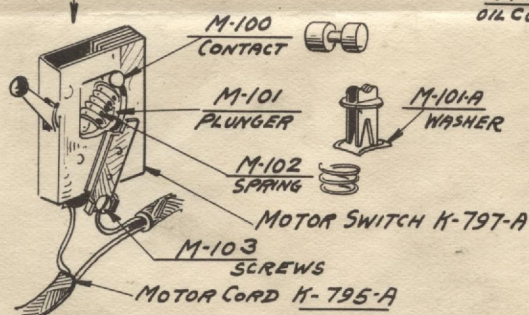
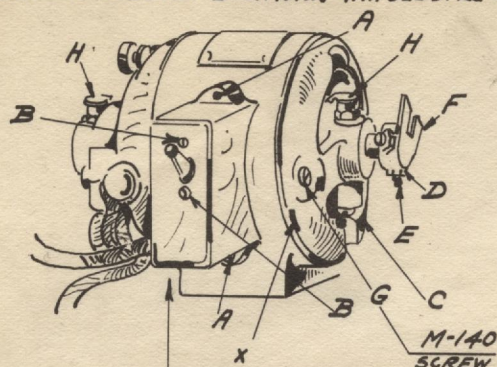
DO NOT DISTURB OIL PLUG



MACHINE SERVICE BULLETIN No. 36-A

COVERING REPAIRS AND REPLACEMENTS THAT MAY BE MADE ON D.C. MOTORS IN THE FIELD.

SHOWING OLD STYLE D.C. MOTOR WITH OLD STYLE SWITCH

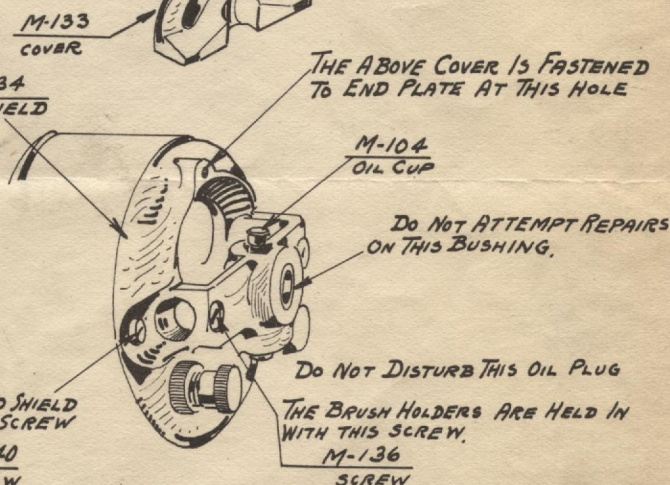
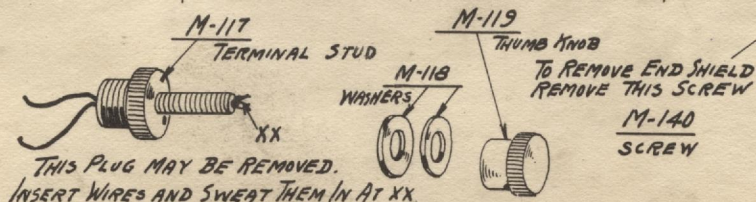
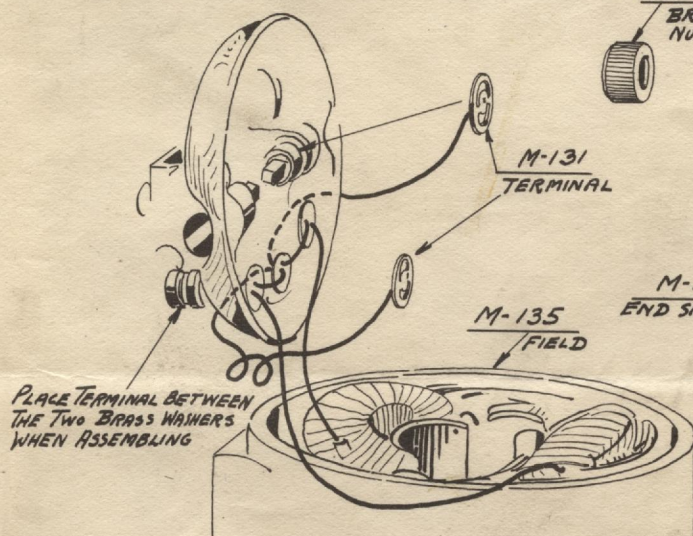
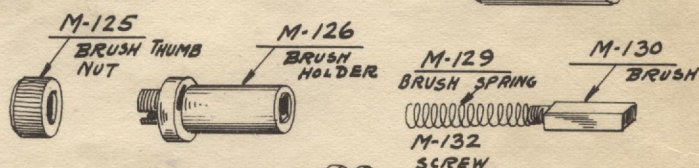
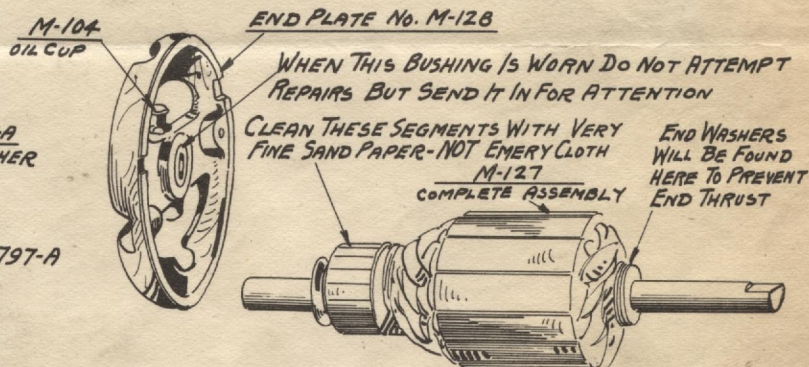


COMPLETE SWITCH ASSEMBLY No. 15 K-7-93-A

NOTE- SEE MACHINE SERVICE BULLETINS OF FEB. 2, 9, 16 AND 23-1923. MAY 1, SEPT. 23-1924. MARCH 16-1925. No. 34, MAY 10-1926.

TO REMOVE SWITCH AND COVER FROM MOTOR TAKE OUT SCREWS 'A-A'
TO REMOVE SWITCH FROM COVER TAKE OUT SCREWS 'B-B'
TO REMOVE END PLATE 'C' FIRST LOOSEN CHECK NUT 'D' THEN LOOSEN SCREW 'E' AND REMOVE COUPLING 'F' FROM SHAFT. AFTER WHICH REMOVE SCREWS 'G'—END PLATES ARE SUPPLIED WITH A SLOT AT 'X'—PLACE A SCREW DRIVER INTO THIS SLOT AND PRY THE END PLATE OFF CAREFULLY.

ARMATURE MAY BE TAKEN OUT AS A UNIT.



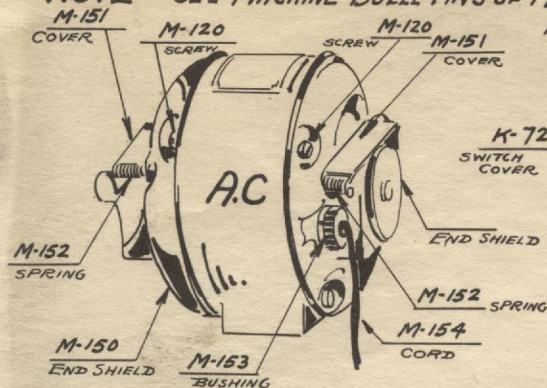
—NOTE—

IN REASSEMBLING — THE ARMATURE MUST BE IN PLACE BEFORE THE BRUSHES ARE INSERTED.

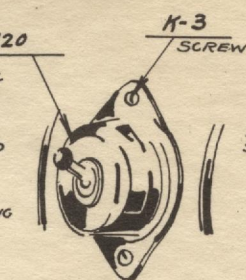
MACHINE SERVICE BULLETIN No. 36 B

NOTE - SEE MACHINE BULLETINS OF FEB. 2, 9, 16 AND 23-1923. MAY 1, SEPT. 23 - 1924.

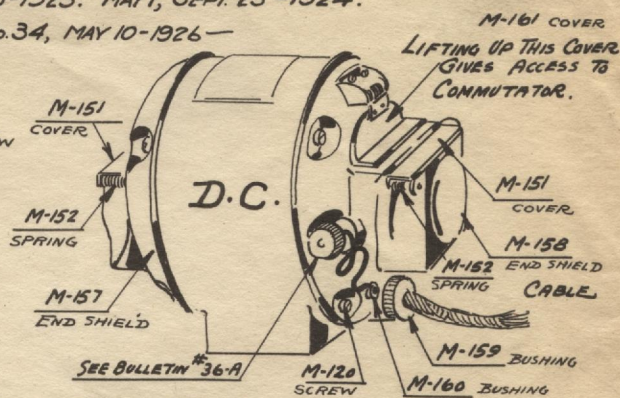
MARCH 16-1925. No. 34, MAY 10-1926 -



SHOWING THE NEW STYLE AC MOTOR. IN THIS MOTOR THE ROTOR BEARINGS ARE LONGER AND ARE LUBRICATED THROUGH STUFFING BOXES.



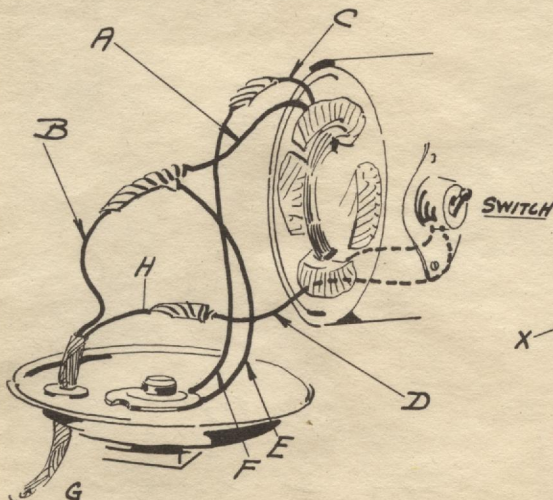
SHOWING NEW STYLE SWITCH - WITH WIRES ENTERING THROUGH MOTOR FRAME.



SHOWING THE NEW STYLE D.C. MOTOR. IN THIS MOTOR THE ARMATURE BEARINGS ARE LONGER AND ARE OILED THROUGH STUFFING BOXES CONTAINING WOOL PACKED WITH GREASE.

NOTE - THE ROTORS OR ARMATURES OF THESE MOTORS ARE NOT INTERCHANGEABLE WITH THE OLD STYLE UNITS.

REFER TO BULLETIN No. 36 AND 36 A. FOR SERVICE NOTES AS THE ROTOR OR ARMATURE HAVE CHANGED ONLY IN LENGTH AND THE BRUSH HOLDERS AND AUTOMATIC CUT OUTS ARE THE SAME.



WHEN REPLACING A CORD, STUDY ABOVE DIAGRAM CAREFULLY AND REPLACE WIRES AS BEFORE.

A.C.

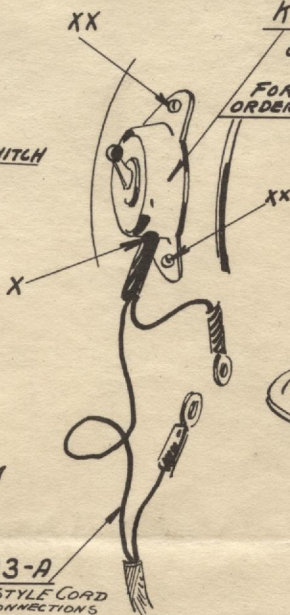
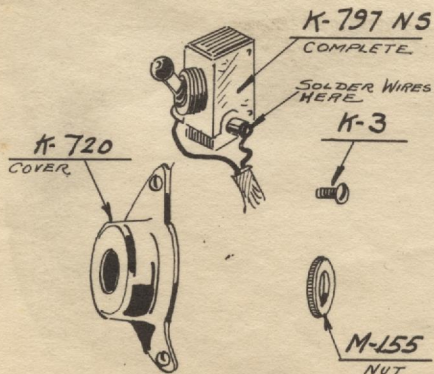


DIAGRAM SHOWING PROPER WIRING OF THE NEW DC MOTOR.

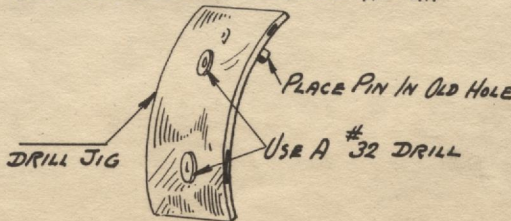
D.C.



SWITCH PARTS.

K-7-93-A
OLD STYLE CORD AND CONNECTIONS

NEW SWITCHES AS ABOVE ARE CARRIED IN STOCK. THESE SWITCHES ALLOW CORD K-7-93-A TO BE INSERTED AT X. ALSO A DRILL JIG SHOWN BELOW WILL BE SUPPLIED TO DRILL THE FRAME HOLES NEEDED AT XX



TAP WITH A-6-40 TAP

- NOTE -
IN REASSEMBLING THE D.C. ARMATURE THE BRUSHES MUST BE OUT OF THE MOTOR.